

C O P Y

Col. Joseph Halversen

Assistant Director, ORE

Extent of Soviet Industrial War Potential East of and Including the Urals;  
Activities in Trans-Caucasus Area

1. In compliance with your request of 10 December 1948, the following information is submitted:

I. EXTENT OF SOVIET INDUSTRIAL WAR POTENTIAL EAST OF AND INCLUDING THE  
URALS. 1939-1948.

A. Although the present industrial capacity in the Eastern areas of the USSR represents only approximately 35-40% of total capacity, in comparison with a prewar capacity of about 15-25%, the significance of such a potential for war support is more in the order of 50-60% of total capacity. By 1950, this latter percentage should be even greater.

The last war was almost solely responsible for the accelerated shift of industrial expansion from West to East. The wholesale removal of plant, equipment and personnel from the West to the East has not been followed during the post-war period, by a return to the West.

The character of the eastern industrial capacity and its war potential is distinguished by its basic nature and the importance of munitions and armament production. As a result, the eastern industrial capacity is more adaptable to the support of a war effort.

The present location, exploitation and development of natural resources reflects the advantage of the Eastern Area, over the West. The Donbas, major coal producer in the west, representing 52% of the total prewar output, will only amount to 35% of the USSR output in 1950, despite an increase in total Donbas output. While oil output in the Trans-Caucasus and Western area constituted 86.3% in 1940, developments in the Ural, Emba, Turkmen and Central Asia will reduce the Western share to 62% by 1950, and it is believed that synthetic production is being pushed in eastern centers.

Pig iron, steel, rolled steel production in the Eastern area almost doubled between 1940 and 1945. Even after the Western area recovers its prewar output level, the capacity of the Eastern area will be approximately 50-60% of the total Soviet output.

Since ferrous metallurgy continues to expand in Eastern areas, while Western reconstruction lags, the Eastern area share in total USSR

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output will probably be nearer 60% than 50% at the time the West has fully recovered.

Priority over all other areas is being given to the development of eastern railroads. Fifty percent of new railroad lines currently planned are to be located in the Eastern area.

Whereas total prewar generated capacity was roughly 10,000,000 kw's, plans for eastern additions alone amounted to 4,000,000 kws.

While reconstruction of such major projects as the Dnieper plant in the West has fallen behind plan, new construction in the Eastern areas has been pushed, thus indicating the priority of Eastern power developments to the detriment of Western reconstruction.

The wartime trend of a population shift to the Eastern areas continues.

POPULATION INCREASES IN A FEW EASTERN CITIES

	<u>1939</u> (ooo)	<u>1948</u> (est. in ooo)
Alma Ata	231	400
Komsomolsk	71	190
Magnitogorsk	146	250
Novosibirsk	406	800
Omsk	281	520
Sverdlovsk	426	750
Tashkent	585	700

The figures given above do not reflect the increases taking place in areas previously lacking any population whatsoever, such increases having taken place in war and postwar years as new industrial developments have been created.

Moreover the character of the new populations in the East is even more significant from an industrial potential point of view since the categories of population in this Eastern area represent productive and relatively skilled personnel.

Despite the tremendous need for reconstruction of factories and homes in the West, it is significant that new home and industrial construction in the Eastern areas have apparently continued at an accelerated pace in the postwar period.

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B. ACTIVITIES IN THE TRANS-CAUCASUS AREA

1. Expansion and/or Improvement of Rail Lines in the Trans-Caucasus Area.

Recently completed railroad construction includes the line between Kizlyar and Astrakhan (350 kilometers), which provides a direct route for the shipment of oil from Baku to the Urals or Moscow; the line northwest from Sukhumi to provide a new route between Moscow and the Trans-Caucasus; and the completion of electrification of the formerly steam operated road between Tbilisi and Sukhumi (400 kilometers). Electrification of the line between Tbilisi and Baku is planned and in the Leninakan area work has been reported to be in progress on enlarging embankments and installations for the purpose of double tracking.

2. Road Construction in the Trans-Caucasus Area.

The only road construction presently underway is confined to minor improvements of the existing network and two extensions of some importance.

The highways of the Trans-Caucasus are among the best in the USSR. Main highways are Batumi-Tbilisi-Baku; Sukhumi-Samtredia; Tbilisi-Yerevan (via Mashavera Dzilga, Pambak and Araban-Lu Valleys); Batumi-Benari-Akaltisikhe-Corvi. A new road is reported under construction from Sukhumi to the Kuban. Construction started in 1942, but the extent of its completion beyond 96 kilometers from Sukhumi is not known. Another new road is reported under construction between Kirovabad and Erivan and is projected to extend to the Turkish border.

THEODORE BABBITT

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B/EE

14 December 1943

cc: Asst. Director  
Central Records

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THE JOINT CHIEFS OF STAFF  
Washington 25, D.C.

Joint Intelligence Group

10 December 1948

MEMORANDUM FOR THE ASSISTANT DIRECTOR, ORE, CIA

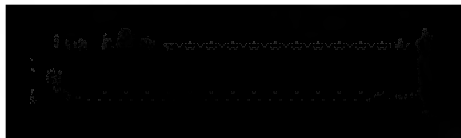
SUBJECT: Extent of Soviet Industrial Potential, moved east of Urals;  
Activities in Trans-Caucasus area.

1. The Joint Logistics Plans Group requested that the Central Intelligence Agency furnish them information on the following:

- a. What extent of the Soviet industrial potential, especially that supporting war potential, has been moved east of the Urals.
- b. Activities in the Trans-Caucasus area:
  - (i) Construction of air fields.
  - (ii) Buildup of Armed Forces.
  - (iii) Construction of depots, port facilities, expansion and/or improvement of rail lines.
  - (iv) Road construction.

2. It is requested that this information be given to me by December 14, 1948.

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cc - Dr. J. M. Andrews, OCD

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NO CHANGE in Class. ☐

☒ DECLASSIFIED

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Class. CHANGED TO: TS S C

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